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of Transportation

National Highway
Traffic Safety
Administration

400 Seventh Street, S.W.
Washington, D.C. 20590

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*** *** ***



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**TRANSPORTATION SCIENCES CENTER
ACCIDENT RESEARCH GROUP**

**Calspan SRL Corporation
Buffalo, New York 14225**

**CALSPAN REMOTE AIR BAG/CHILD FATALITY INVESTIGATION
CALSPAN CASE NO. 96-24
VEHICLE: 1997 SATURN SL2
LOCATION: GEORGIA
CRASH DATE: , 1996**

Contract No. DTNH22-94-D-07058

Prepared for:

**U.S. Department of Transportation
National Highway Traffic Safety Administration
Washington, D.C. 20590**

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. 96-24		2. Government Accession No.		3. Recipient's Catalog No.	
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15. Supplementary Notes Remote investigation of a front-to-rear crash that resulted in deployment of the driver and passenger side air bags in a 1997 Saturn and the subsequent death of an 18 month old female passenger who was positioned on her mother's lap in the right front of the vehicle.					
<p>16. Abstract</p> <p>This remote investigation focused on the right front child occupant of a 1997 Saturn SL2 that was equipped with driver and passenger side air bags. The vehicle was involved in a moderate front-to-rear crash with a 1994 Nissan Sentra which deployed the Saturn's air bag system. The 18 month old female child occupant was positioned on the lap of his mother in the right front of the vehicle. The deploying mid mount passenger side air bag contacted the child occupant in the facial area which resulted in abrasions of the right lower face and the underside of the chin. In addition, she sustained closed head injuries and bled out of the nose and mouth at the scene of the crash.</p> <p>A passing motorist stopped at the crash scene and transported the driver, child, and the right front passenger (mother) to a hospital where the child was mechanically supported for approximately 23 hours. She expired due to the closed head injury.</p> <p>The mother consented to a telephone interview, however, she refused to sign a medical release form to authorize the release of the child's medical records. Due to the death at the hospital, the county coroner did not require an autopsy. In addition to the occupant interview, the investigating officer was interviewed and on-scene police photographs of the involved vehicles are included as Attachment A.</p>					
17. Key Words Front-to-rear impact configuration 18 month old child occupant Positioned on lap of right front passenger Mid mount passenger side air bag				18. Distribution Statement General Public	
19. Security Classif. (of this report) Unclassified		20. Security Classif. (of this page) Unclassified		21. No. of Pages 5	
22. Price					

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

CALSPAN REMOTE AIR BAG/CHILD FATALITY INVESTIGATION

CALSPAN CASE NO. 96-24

VEHICLE: 1997 SATURN SL2

LOCATION: GEORGIA

CRASH DATE: , 1996

SUMMARY

This remote investigation focused on an 18 month old female passenger who was positioned on her mother's lap in the right front of a 1997 Saturn SL2, 4 door sedan. The Saturn was equipped with supplemental driver and passenger side air bags which deployed as a result of a moderate front-to-rear crash sequence with a 1994 Nissan Sentra. The child was contacted by the deploying air bag which produced facial abrasions to the right face and underside of the chin, a closed head injury, and chest trauma. The child occupant was transported by a private vehicle from the scene of the crash to a local hospital where he expired on the day following the crash.

The crash occurred in a mid block area between two urban four-leg intersections. In the vicinity of the crash scene, the roadway consisted of three westbound travel lanes (inclusive of a designated left turn lane) and two eastbound lanes. Barrier curbs bordered both road edges. Viewing conditions were police reported as dark, but lighted with overcast skies. The dry asphalt road surface was straight and level with a posted speed limit of 48 km/h (30 mph).

The Saturn was identified on the police report as a 1996 model year, however, the vehicle identification number identified the model year as a 1997. The vehicle was a four-door sedan and was equipped with front bucket seats with reclining seat backs, a center console and a console mounted transmission selector lever. The four outboard seated positions were equipped with manual 3-point lap and shoulder belt systems. The front seat belt systems had adjustable upper anchorages (D-rings), however, the adjusted positions of the D-rings were unknown. A center rear lap belt (fixed length adjustable) was available. In addition to the belt systems, the Saturn was equipped with supplemental driver and passenger side air bags which deployed during this front-to-rear crash sequence.

Although the entire air bag modules were not visible in the attached on-scene police photographs, previous investigations have indicated that the Saturn was equipped with a driver air bag that expanded from an I-configuration module assembly from within a four-spoke steering wheel. The passenger side air bag was incorporated within the mid right instrument panel and deployed from a single top hinged module cover flap. The passenger side Saturn air bag is typically tethered with a single tether panel that is affixed to the mid bag area. The bag vented through a porous fabric with no direct vent ports on the bag surface.

Prior to the crash, the child's 19 year old mother had transported her by transit bus to a medical center for a scheduled doctor's appointment. The mother reported her height at 170.2 cm (67.0") and weight at 54.4 kg (120.0 lbs.) Following the visit, she had contacted the child's father to arrange for return transportation to her residence. He arrived at the center in the 1997 Saturn, however, he did not retrieve the child restraint from the residence, therefore the child restraint was not available to the child for the return trip. The mother stated that the child was always properly secured in a forward facing child restraint and positioned in the rear seat when transported in the vehicle. For this return trip, the mother stated that she elected to hold the child on her lap to secure the child in the vehicle. She noted that she was properly restrained by the manual 3-point lap and shoulder belt system with the child positioned on her right thigh. The mother further noted that the belt webbing was not extended around the child. Based on the remote investigative effort (telephone follow-up only), belt usage could not be verified. In addition, the investigating police officer noted on his report that the adult right front occupant was not restrained. The mother estimated the height of the child at 91.4 cm (36.0") and weight at 10 kg (22 lbs.). The attached on-scene police photographs (refer to Photograph No. 2) indicate that the passenger seat was adjusted to a mid track position. The mother stated that she was aware of the Saturn's passenger side air bag and the warning labels affixed to the vehicle's visors. In addition, she had learned about the risks associated with passenger side air bag deployment against a child on television and newspaper articles, however, she did not think it would "happen" to her daughter.

The driver of the Saturn was a 22 year old male with a height of 190.5 cm (75.0") and weight of 83.3 kg (185.0 lbs.). The right front occupant stated that he was properly restrained by the manual 3-point lap and shoulder belt system, however, the police report listed him as unrestrained. The report did note air bag deployment for both front seat positions.

Following the driver's departure from the medical center, he stopped at a fast-food restaurant then proceeded en route to their destination. He was traveling in a westerly direction on the outboard travel lane of the four lane urban roadway and had stopped at several intersections for a red signal phase. He had traversed a four leg intersection on a green signal phase and approached a line of standing traffic that had backed-up for a red signal phase. The driver failed to detect the standing traffic in sufficient time to safely stop behind the stopped Nissan. He braked in an attempt to avoid impact, however, his vehicle continued forward on the dry asphalt road surface to impact.

The full frontal area of the Saturn impacted the rear of the stopped Nissan in a 12 o'clock/6 o'clock configuration. The front bumper of the Saturn initially engaged against the rear bumper of the Nissan which resulted in minimal bumper displacement. The Saturn's bumper subsequently underrode the rear bumper of the Nissan resulting in moderate damage to the grille and headlamp areas of the Saturn. A CDC of 12-FDEW-1 was derived from the attached on-scene police photographs. The Saturn sustained a moderate velocity change that was estimated from the attached police photographs at 16-19 km/h (10-12 mph). As a result of the crash, the Saturn's supplemental driver and passenger side air bag system deployed.

The rear bumper fascia of the Nissan was abraded and holed from the impact sequence with the Saturn. As the Saturn's bumper fascia underrode the Nissan's bumper, the Nissan's rear mounted muffler was contacted and displaced forward which separated the muffler from the rear exhaust hangers (refer to Photograph Nos. 5 and 6). There was no damage above the level of the Nissan's bumper (CDC 06-BDLW-1). The impact displaced the Nissan forward into the rear of a stopped 1990 Buick Century.

The driver of the Saturn probably responded to the frontal impact by initiating a forward trajectory and loaded the deployed driver's side air bag. Although he did not sustained direct contact injury from the bag, the right front passenger noted that he complained of neck pain that probably resulted from bag loading and the frontal impact force.

The right front passenger was attempting to restrain the 18 month old child by holding the child on her lap. Due to the pre-crash braking force, the child probably moved forward toward the mid mount passenger side air bag module assembly. The frontal collision involved the energy absorbing front bumper system of the Saturn and the headlamp and header panel areas. Minimal structure was involved in the crash, therefore the air bag system probably deployed late in the crash sequence which would have allowed the child passenger to move closer to the passenger side air bag module assembly. The deploying passenger side air bag membrane expanded against the child's right face, underside area of the chin, and the thoracic area which resulted in soft tissue abrasions (AIS-1), a chest trauma, and a closed head injury (AIS-4). Although unconfirmed by medical data, the air bag contact to the underside of the child's chin probably resulted in an extension of the neck and a possible brain stem and/or C-spine injury.

The mother stated that the lower aspect of the air bag contacted the child's face and chest while the upper aspect of the passenger side air bag contacted her chest which resulted in contusions (AIS-1). The mother further noted the deployment sequence displaced the child from her arms to a position on the right front floor where she came to rest within the vehicle. The air bag probably displaced the child into the chest of the mother as she responded to the frontal impact force. The mother sustained contusions (AIS-1) and soreness of the chest, however, she declined medical treatment. In addition to holding the child on her lap, the mother was probably holding some fast-food items which were scattered about the frontal interior surfaces as evidenced in Photograph No. 3.

Following the crash, the mother retrieved the child from the floor of the vehicle and noted that she was bleeding from the nose and mouth and was in an unconscious state. She and the driver waved down a passing motorist who transported the parents and the child to the medical center from which they were returning from. Upon admission, the attending physician stated that the child was critically ill. A right thoracotomy was performed which detected a collapse of the right lung. In addition, a ventriculostomy was performed to relieve brain pressure. The child was diagnosed with brain death and was placed on a respirator. She expired approximately 23 hours following the crash. The mother refused to authorize the release of the child's medical records and no autopsy was performed, therefore specific injury data was unknown.

HUMAN DEMOGRAPHICS/OCCUPANT DATA**Air Bag Vehicle**

Driver: 22 year old male
Height: 190.5 cm (75.0")
Weight: 83.3 kg (185 lbs.)
Manual Restraint
Usage: None
Usage Source: Police report
Type of Medical
Treatment: None

DRIVER INJURIES

Injury	Injury Severity (AIS-90)	Injury Mechanism
Soreness of the neck	Not a codeable injury	Air bag/impact force

PASSENGER DATA

Right Front
Passenger: 19 year old female
Height: 170.2 cm (67.0")
Weight: 54.0 kg (120.0 lbs.)
Manual Restraint
Usage: None
Usage Source: Police report
Type of Medical
Treatment: None

RIGHT FRONT PASSENGER INJURIES

Injury	Injury Severity (AIS-90)	Injury Mechanism
Chest contusions	Minor (490402.19)	Interaction with child and passenger side air bag

HUMAN DEMOGRAPHICS/OCCUPANT DATA (CONT'D.)

CHILD PASSENGER

Position: Seated on the lap of the right front passenger
Age: 18 months
Sex: Female
Restraint
Usage: None
Usage Source: Police report, interview
Mode of Transport
From Scene: Private vehicle to a local pediatric medical center
Type of Medical
Treatment: Admitted to a pediatric medical center where she expired approximately 23 hours following the crash

CHILD PASSENGER INJURIES

Injury	Injury Severity (AIS-90)	Injury Mechanism
Closed head injury with prolonged loss of consciousness (23 hours)	Severe (160210.40)	Deploying passenger side air bag
Abrasion of the right face which extended from the right ear to the chin	Minor (290202.11)	Deploying passenger side air bag
Abrasion to the underside of the chin	Minor (290202.18)	Deploying passenger side air bag
Chest trauma with a collapse of the right lung	Not a codeable injury under AIS-90	Deploying passenger side air bag

ATTACHMENT A

On-Scene Police Photographs



1. Frontal damage to the 1995 Saturn SL2 Sedan.



2. Deployed driver's side air bag and front seat track positions.



3. Exterior view of the interior and apparent food debris on interior surface of windshield and upper instrument panel.



4. Rear seat view of the Saturn.



5. Rear view of the struck 1994 Nissan Sentra.



6. Close-up view of the rear bumper fascia and disengaged muffler assembly.

Report Number		Agency NCIC No.		GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT				Date Rec. By DPS	
Date	Day of Week	Year	OR Arrived	Total Number Of Vehicles Involved		Inside City Of			
	<input type="checkbox"/> Sun <input type="checkbox"/> M <input type="checkbox"/> T <input type="checkbox"/> W <input type="checkbox"/> Th <input type="checkbox"/> F <input type="checkbox"/> S	1834	1842						
Road of Occurrence 10 Interstate 20 Lowest St. Rt. 30 Co. Road 40 City St. 50 Interstate 60 Lowest St. Rt. 70 Co. Road 80 City St.								Corrected Report Yes <input type="checkbox"/> Suppl. To Original Yes <input type="checkbox"/>	
Not At An Intersection But 00 Mile 10 North 20 South 30 East 40 West 50 Interstate 60 Lowest St. Rt. 70 Co. Road 80 City St. 90 Co. Line									
And Continuing In The Direction Checked Above The Road Reference Point Is 10 Interstate 20 Lowest St. Rt. 30 Co. Road 40 City St. 50 Co. Line									
Driver 1	Last Name First Middle			Driver 2	Last Name First Middle				
1	Address			2	Address				
City	State Zip			City	State Zip				
Driver's License No.	Class State Male Female			Driver's License No.	Class State Male Female				
30	Insurance Co. Policy No.			30	Insurance Co. Policy No.				
Year Make Model	Telephone No.			Year Make Model	Telephone No.				
96 Saturn 4dr.				94 Nissan Sentra					
VIN	Vehicle Color			VIN	Vehicle Color				
	Dark Green				R80				
Tag #	State County Year			Tag #	State County Year				
	AL 97				AL 97				
Trailer Tag #	State County Year			Trailer Tag #	State County Year				
License to Owner	Owner's Last Name First Middle			License to Owner	Owner's Last Name First Middle				
Address				Address					
City	State Zip			City	State Zip				
Removed By	<input type="checkbox"/> Request <input checked="" type="checkbox"/> List			Removed By	<input type="checkbox"/> Request <input checked="" type="checkbox"/> List				
Driver				Driver					
Alcohol Test 1	Type	Results	Drug Test 2	Type	Results				
2		00	2						
Driver Condition 1	Direction of Travel	Vision Obscured	Contributing Factors						
1	4	1	3						
Vehicle Condition 1	Vehicle Maneuver	Pedestrian Maneuver							
1	5								
Most Hazardous Event 1	Vehicle Class	Vehicle Type	Most Hazardous Event 1			Vehicle Class	Vehicle Type		
1	1	1	1			1	1		
Traffic Control 2	Device Inoperative?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Traffic Control 2			Device Inoperative?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Injured Taken To			By Father						
EMS Arrival Time	EMS Arrival Time	Hospital Arrival Time	Photos Taken: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No By						
1833	1837	Did not transport	T						
Report By	Signature			Report Date	Checked By			Date Checked	
Witness(es) Name	Address City State Zip			Telephone No.					
DPS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)									
Carrier Name	Vehicle #			Address					
City	State Zip								
Number of Pages	G.V.W.R.	Fed. Requirements	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Carry Body Type	Number of Pages	G.V.W.R.	Fed. Requirements	1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Carry Body Type
Vehicle Condition	I.C.C.M.C. #	U.S. S.D.T. #		Interstate Insurance	Vehicle Condition	I.C.C.M.C. #	U.S. S.D.T. #		Interstate Insurance
C.O.L. 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	C.O.L. Suspended? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Hazardous Materials? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Released? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		C.O.L. 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	C.O.L. Suspended? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Hazardous Materials? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Released? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	
If YES, Name or 4 Digit Number from Diagram or Box: 1 Digit Number from Bottom of Diagram:									
Run Off Road Down Hill Runaway Cargo Load Or Shift Separation of Units									

REMARKS

The Drivers of Vehicles 2 & 3 were traveling west on _____ and were stopped at the red light at _____ and _____ The Driver of Vehicle 1 was traveling west on _____ and had just passed _____ in the right lane. The Driver of Vehicle 1 failed to stop in time and struck the rear of Vehicle 2, causing Vehicle 2 to strike Vehicle 3 in the rear with the front of Vehicle 2. There was moderate damage to Vehicle 1, slight damage to Vehicle 2, and no damage to Vehicle 3. The Driver of Vehicle 1 flagged another Vehicle down, and had them transport their 18 month old child to the _____

INDICATE ON THIS DIAGRAM WHAT HAPPENED

**INDICATE
NORTH**



SEE SUPPLEN

Accident Investigation Sites?

□ 77 □ 88

CITATIONS - VEHICLE 01

Following To Close, Child Restraining

State Numbers

First
Handed
Front 11

**Trailers
Way
Faster**

Weather

2

**Western
Canal**

Light Condens 4

Wagner of Collision 3

**Location
At Area
Of Impact**

Food Comp. 2

**Head
Office**

<p>Read Chapter</p>	<p>Character</p>
----------------------------	-------------------------

Number of Characters

3

2

**SKID DISTANCE
BEFORE IMPACT**

0

AFTER

$$\frac{0}{v}$$

Width of Road

Page Of Initial Contact

12

6

VEH. 1

V

100

Damage Other Than Vehicle:

1/2

Keywords: *depression, mood, mood disorder, mood disorder diagnosis, mood disorder treatment, mood disorder symptoms, mood disorder signs, mood disorder risk factors, mood disorder prevention, mood disorder management, mood disorder prognosis, mood disorder etiology, mood disorder pathophysiology, mood disorder epidemiology, mood disorder prevalence, mood disorder incidence, mood disorder morbidity, mood disorder mortality, mood disorder quality of life, mood disorder social support, mood disorder coping, mood disorder self-help, mood disorder medication, mood disorder therapy, mood disorder psychotherapy, mood disorder behavioral therapy, mood disorder cognitive behavioral therapy, mood disorder interpersonal therapy, mood disorder family therapy, mood disorder group therapy, mood disorder individual therapy, mood disorder online therapy, mood disorder telemedicine, mood disorder mobile health, mood disorder digital health, mood disorder artificial intelligence, mood disorder machine learning, mood disorder big data, mood disorder cloud computing, mood disorder blockchain, mood disorder cybersecurity, mood disorder privacy, mood disorder ethics, mood disorder regulation, mood disorder policy, mood disorder legislation, mood disorder international, mood disorder cross-cultural, mood disorder global, mood disorder emerging markets, mood disorder low-income countries, mood disorder high-income countries, mood disorder aging, mood disorder geriatrics, mood disorder pediatrics, mood disorder adolescents, mood disorder children, mood disorder infants, mood disorder neonates, mood disorder prenatal, mood disorder perinatal, mood disorder postnatal, mood disorder postpartum, mood disorder postmenopausal, mood disorder menopause, mood disorder men, mood disorder women, mood disorder transgender, mood disorder gender, mood disorder sexual orientation, mood disorder sexual health, mood disorder sexual dysfunction, mood disorder sexual satisfaction, mood disorder sexual communication, mood disorder sexual consent, mood disorder sexual violence, mood disorder sexual abuse, mood disorder sexual harassment, mood disorder sexual assault, mood disorder sexual trauma, mood disorder sexual revictimization, mood disorder sexual exploitation, mood disorder sexual slavery, mood disorder sexual trafficking, mood disorder sexual coercion, mood disorder sexual blackmail, mood disorder sexual extortion, mood disorder sexual fraud, mood disorder sexual identity, mood disorder sexual expression, mood disorder sexual desire, mood disorder sexual arousal, mood disorder sexual orgasm, mood disorder sexual pleasure, mood disorder sexual satisfaction, mood disorder sexual well-being, mood disorder sexual health, mood disorder sexual medicine, mood disorder sexual surgery, mood disorder sexual prosthetics, mood disorder sexual implants, mood disorder sexual devices, mood disorder sexual toys, mood disorder sexual lubricants, mood disorder sexual condoms, mood disorder sexual protection, mood disorder sexual safety, mood disorder sexual risk reduction, mood disorder sexual risk assessment, mood disorder sexual risk counseling, mood disorder sexual risk education, mood disorder sexual risk communication, mood disorder sexual risk decision-making, mood disorder sexual risk management, mood disorder sexual risk monitoring, mood disorder sexual risk evaluation, mood disorder sexual risk research, mood disorder sexual risk prevention, mood disorder sexual risk control, mood disorder sexual risk reduction, mood disorder sexual risk assessment, mood disorder sexual risk counseling, mood disorder sexual risk education, mood disorder sexual risk communication, mood disorder sexual risk decision-making, mood disorder sexual risk management, mood disorder sexual risk monitoring, mood disorder sexual risk evaluation, mood disorder sexual risk research, mood disorder sexual risk prevention, mood disorder sexual risk control.*

Comments

Driver # 1. Of Fenderman &

Driver 1	2	Or Production #

4

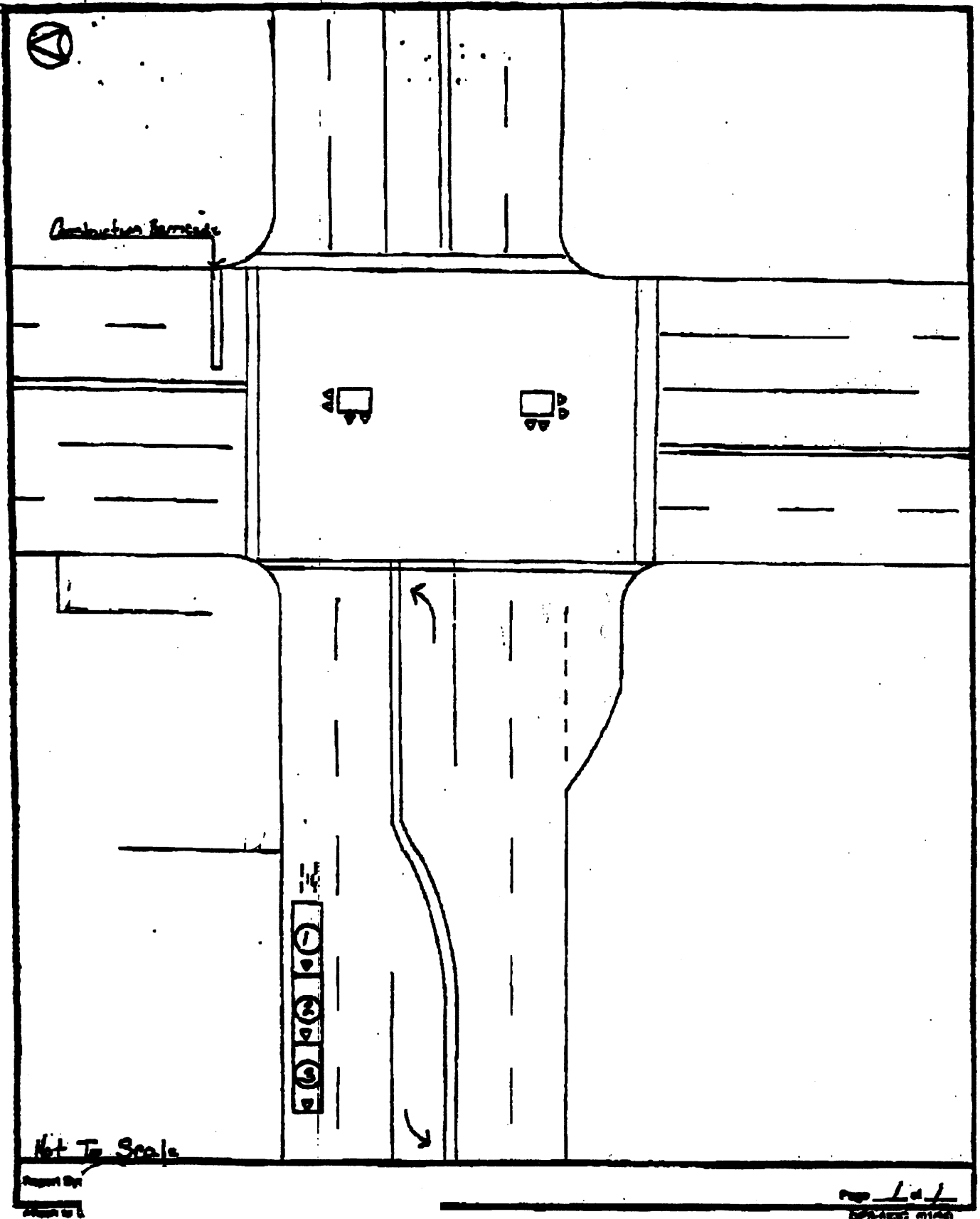
1

AGE	SEX	DOB	SSN	WEIGHT	YACHT	WEIGHT	WEIGHT	WEIGHT	WEIGHT
				0	2	1	0	2	1
				0	2	1	0	2	0
	F	1	3	0	2	1	0	2	1
1	F	1	3	2	1	1	0	2	1

14:04

BEST AVAILABLE

Accident Number 7641		- Accident NCIC No.		GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT		County		Date Rec. By GPS	
Day of Week Sun <input type="checkbox"/> Mon <input type="checkbox"/> Tue <input type="checkbox"/> Wed <input type="checkbox"/> Thu <input type="checkbox"/> Fri <input type="checkbox"/> Sat <input type="checkbox"/>		Year 1834		On-Arrest 1842		Total Number Of Vehicles Involved		Inside City Of	
Road of Occurrence 70 Interstate 28 Laurel St. Rt. 30 Co. Road 40 City St.						At Intersection With 10 Interstate 20 Laurel St. Rt. 30 Co. Road 40 City St.		Corrected Report Yes <input type="checkbox"/>	
Not At An Intersection Set 2 Miles 10 North 30 East 00 0 Feet 20 South 40 West 10 Interstate 20 Laurel St. Rt. 30 Co. Road 40 City St. 50 Co. Line								Suppl. To Original Yes <input type="checkbox"/>	
And Continuing in the Direction Checked Above The Next Reference Point Is 10 Interstate 20 Laurel St. Rt. 30 Co. Road 40 City St. 50 Co. Line									
Driver 1 Last Name First Middle 3					Driver 2 Last Name First Middle				
Address Rd.					Address				
City State Zip					City State Zip				
Driver's License No. Class State Sex Male <input type="checkbox"/> Female <input type="checkbox"/>					Driver's License No. Class State Sex Male <input type="checkbox"/> Female <input type="checkbox"/>				
Postal Speed 30 Insurance Co. Policy No.					Postal Speed Insurance Co. Policy No.				
Year Make Model Telephone No.					Year Make Model Telephone No.				
VIN Vehicle Color					VIN Vehicle Color				
Tag # State County Year					Tag # State County Year				
Trailer Tag # State County Year					Trailer Tag # State County Year				
Is Same as Driver Owner's Last Name First Middle					Is Same as Driver Owner's Last Name First Middle				
Address					Address				
City State Zip					City State Zip				
Removed By <input type="checkbox"/> Request <input type="checkbox"/> List					Removed By <input type="checkbox"/> Request <input type="checkbox"/> List				
Alcohol Test 2 Type Results Drug Test 2 Type Results					Alcohol Test Type Results Drug Test Type Results				
Driver Condition 1 Direction of Travel 4 Vision Obscured 1 Contributing Factors					Driver Condition Direction of Travel Vision Obscured Contributing Factors				
Vehicle Condition 1 Vehicle Maneuver 4 Pedestrian Maneuver					Vehicle Condition Vehicle Maneuver Pedestrian Maneuver				
Most Harmful Event Vehicle Class Vehicle Type					Most Harmful Event Vehicle Class Vehicle Type				
Traffic Control 2 Device Inoperative? <input type="checkbox"/> Yes <input type="checkbox"/> No					Traffic Control Device Inoperative? <input type="checkbox"/> Yes <input type="checkbox"/> No				
Injured Taken To By									
EMS Notified Time		EMS Arrival Time		Hospital Arrival Time		Patient Taken: <input type="checkbox"/> Yes <input type="checkbox"/> No		By	
Report Rec.		Report Date		Checked By		Date Checked		Telephone No.	
Witness(es): Name Address City State Zip Code Telephone No.									
SPE MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)									
Driver Name Vehicle 1 Address City State Zip					Driver Name Vehicle 2 Address City State Zip				
Number of Axles G.V.W.R. Fed. Registration 1 <input type="checkbox"/> Yes <input type="checkbox"/> No Cargo Body Type					Number of Axles G.V.W.R. Fed. Registration 1 <input type="checkbox"/> Yes <input type="checkbox"/> No Cargo Body Type				
Vehicle Comp. I.C.E.M.C. U.S. D.O.T. 1 <input type="checkbox"/> Yes <input type="checkbox"/> No Interstate Inmate					Vehicle Comp. I.C.E.M.C. U.S. D.O.T. 1 <input type="checkbox"/> Yes <input type="checkbox"/> No Interstate Inmate				
C.B.L. 1 <input type="checkbox"/> Yes <input type="checkbox"/> No C.B.L. Suspended? 1 <input type="checkbox"/> Yes <input type="checkbox"/> No					C.B.L. 1 <input type="checkbox"/> Yes <input type="checkbox"/> No C.B.L. Suspended? 1 <input type="checkbox"/> Yes <input type="checkbox"/> No				
Vehicle Placed? 1 <input type="checkbox"/> Yes <input type="checkbox"/> No Hazardous Materials? 1 <input type="checkbox"/> Yes <input type="checkbox"/> No					Vehicle Placed? 1 <input type="checkbox"/> Yes <input type="checkbox"/> No Hazardous Materials? 1 <input type="checkbox"/> Yes <input type="checkbox"/> No				
WYES, Name or 4 Digit Number from District of Rec. 1 Digit Number from Bottom of District					WYES, Name or 4 Digit Number from District of Rec. 1 Digit Number from Bottom of District				
Run Off Road Down Hill Runway Cargo Load Or Shift Separation of Units					Run Off Road Down Hill Runway Cargo Load Or Shift Separation of Units				



BEST AVAILABLE

5250 00000 10-00000

4-20-68 10:00 PM

at 1845 hrs we responded to at
an accident with injuries. Upon arrival we
spoke with driver of vehicle #2 and vehicle #3. Both
driver of veh #2 and veh #3 stated that the driver and passengers
of veh #1 had gotten out of veh #1 with a child and got into
an unknown vehicle and went to the hospital. We called
dispatch and ask them to call the hospital to see if the
occupants had arrived. While we were trying to find the driver
and passengers of veh #1, we spoke with the driver of veh #2
and vehicle #3. The driver of veh #3 stated that she was
stopped waiting for traffic in front of her. The driver of veh #2
stated that she was stopped behind veh #3. The driver of veh
#2 also stated that she saw veh #1 coming behind her and
vehicle #1 did not stop before veh #1 struck veh #2 in the rear.
Veh #2 was pushed into veh #3. We soon found out that the
occupants of veh #1 had taken their child to the
hospital. They went to the A and
picked up the driver of veh #1 and transported him back to the
accident scene. The driver of veh #1 stated he was west
bound on The mother of the child was sitting in the

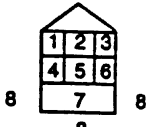
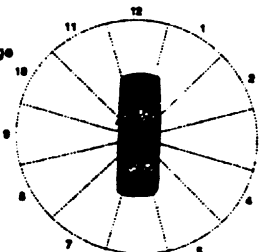
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ALCOHOL AND/OR DRUG TEST GIVEN 1 - Yes 2 - No 3 - Refused		PEDESTRIAN MANEUVER 1 Crossing, Not At Crosswalk 2 Crossing At Crosswalk 3 Walking With Traffic 4 Walking Against Traffic 5 Pushing Or Working On Vehicle 6 Other Working In Road 7 Playing In Roadway 8 Standing In Roadway 9 Off Roadway 10 Other		CONTRIBUTING FACTORS 1 No Contributing Factors 2 D.U.I. 3 Following Too Close 4 Failed To Yield 5 Exceeding Speed Limit 6 Disregard Stop Sign/Signal 7 Wrong Side Of Road 8 Weather Conditions 9 Improper Passing 10 Driver Lost Control 11 Changed Lanes Improperly 12 Object Or Animal 13 Improper Turn 14 Parked Improperly 15 Mechanical Or Vehicle Failure 16 Surface Defects 17 Misjudged Clearance 18 Improper Backing 19 No Signal/Improper Signal 20 Driver Condition 21 Driverless Vehicle 22 Too Fast For Conditions 23 Improper Passing Of School Bus 24 Disregard Police Officer 25 Distracted 26 Other		VEHICLE TYPE 1 Passenger Car 2 Pickup Truck 3 Truck Tractor (Bobtail) 4 Tractor/Trailer 5 Tractor W/Twin Trailers 6 Logging Truck 7 Logging Tractor/Trailer 8 Single Unit Truck 9 Panel Truck 10 Van 11 Utility Passenger Veh. 12 Vehicle With Trailer 13 Bus 14 Truck Towing House Trailer 15 Ambulance 16 Motorized Recreational Vehicle 17 Motorcycle, Scooter, Minibike 18 Moped 19 Pedalcycle, Bicycle 20 Farm or Const. Equip. 21 All Terrain Vehicle 22 Other	
TYPE TEST 1-Blood 2-Breath 3-Urine 4-Other		FIRST HARMFUL EVENT/MOST HARMFUL EVENT NON-COLLISION 1 Overtake 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Other Non-Collision		VEHICLE CLASS 1 Privately Owned 2 Police 3 Fire 4 School 5 Other Govt. Owned 6 Military 7 Commercial Veh. (For Acc. Reporting Purposes Only) 8 Other		TRAFFIC CONTROL 1 No Control Present 2 Traffic Signal 3 RR Signal/Sign 4 Warning Sign 5 Stop Or Yield Sign 6 No Passing Zone 7 Lanes 8 Other	
DRIVER CONDITION 1 Not Drinking 2 Not Known If U.I. 3 Drinking, 4 U.I. Alcohol 5 U.I. Drugs 6 U.I. Alcohol & Drugs 7 Physical Impairment 8 Apparently Fell Asleep		COLLISION WITH OBJECT NOT FIXED 6 Pedestrian 7 Pedalcycle 8 Railway Train 9 Animal 10 Parked Motor Veh. 11 Motor Vehicle In Motion 12 Motor Vehicle In Motion - In Other Roadway 13 Other Object (Not Fixed) 14 Deer		VEHICLE CONFIGURATION 1 Bus (Seating For More Than 15 Passengers) 2 Single Unit Truck: 2 Axles 3 Single Unit Truck: 3 Or More Axles 4 Truck/Trailer 5 Truck Tractor (Bobtail) 6 Tractor/Trailer 7 Tractor With Twin Trailers 8 Unknown Heavy Truck (Cannot Classify)		CARGO BODY TYPE 1 Van (End. Box) 2 Auto Carrier 3 Bus 4 Dump 5 Garbage/Refuse 6 Flatbed 7 Cargo Tanker 8 Concrete Mixer 9 Other	
DIRECTION OF TRAVEL 1-North 2-South 3-East 4-West		COLLISION WITH FIXED OBJECT 15 Impact Attenuator 16 Bridge 17 Bridge Pier/Abutment 18 Bridge Rail 19 Guardrail Face 20 Guardrail End 21 Median Barrier 22 Highway Traffic Sign Post 23 Overhead Sign Support 24 Luminaire/Light Support 25 Utility Pole 26 Other Post 27 Culvert 28 Curb 29 Ditch 30 Embankment 31 Fence 32 Mailbox 33 Tree 34 Other Fixed Object		VEHICLE CONDITION 1 No Known Defects 2 Tire Failure 3 Brake Failure 4 Improper Lights 5 Steering Failure 6 Slick Tires 7 Other		VISION OBSCURED BY 1 Not Obscured 2 Headlights 3 Sunlight 4 Parked Vehicle 5 Trees, Bushes 6 Rain, Snow, Ice 7 On Windshield 8 Other	
VEHICLE MANEUVER 1 Turning Left 2 Turning Right 3 Making U-turn 4 Stopped 5 Straight 6 Changing Lanes 7 Backing 8 Parked 9 Passing 10 Negotiating A Curve 11 Entering/Leaving Parking 12 Entering/Leaving Driveway							

TRAFFIC-WAY FLOW 1 Two-way Trafficway With No Physical Separation 2 Two-way Trafficway With A Physical Separation 3 Two-way Trafficway With A Physical Barrier 4 One-way Trafficway		LOCATION AT AREA OF IMPACT 1 On Roadway 2 On Shoulder 3 Off Roadway 4 Median 5 Ramp 6 Gore		AGE 00 - Up To One Year 01 - 97 Actual Age 98 - Ninety-eight Or Older 99 - Unknown		SEX M - Male F - Female			
WEATHER 1 Clear 2 Cloudy 3 Rain 4 Snow 5 Sleet 6 Fog 7 Other		ROAD COMPOSITION 1 Concrete 2 Black Top 3 Tar And Gravel 4 Dirt 5 Gravel 6 Other		INJURY CODE 0 Not Injured 1 Killed 2 Serious 3 Visible 4 Complaint				SEATING POSITION (Use "P" for Pedestrians)	
SURFACE CONDITION 1 Dry 2 Wet 3 Snowy 4 Ice 5 Other		CONTRIBUTING ROAD DEFECTS 1 No Defects 2 Defective Shoulders 3 Holes, Deep Ruts, Bumps 4 Loose Material On Surface 5 Water Standing 6 Road Under Construction 7 Running Water 8 Other		TAKEN FOR TREATMENT 1-Yes 2-No EJECTION 1 Not Ejected 2 Trapped 3 Totally Ejected 4 Partially Ejected				POINTS OF INITIAL CONTACT Use: 00 Overturned 13 Top 14 Undercarriage	
LIGHT CONDITION 1 Daylight 2 Dusk 3 Dawn 4 Dark - Lighted 5 Dark - Not Lighted		ROAD CHARACTER 1 Straight And Level 2 Straight On Grade 3 Straight On Hillcrest 4 Curve And Level 5 Curve On Grade 6 Curve On Hillcrest		SAFETY EQUIPMENT 0 None Used 1 Shoulder Belt 2 Lap Belt 3 Lap And Shoulder Belt 4 Child Safety Seat (Properly Used) 5 Child Safety Seat (Improperly Used) 6 Motorcycle Helmet 7 Bicycle Helmet 8 Unknown					
MANNER OF COLLISION 1 Angle 2 Head On 3 Rear End 4 Sideswipe - Same Direction 5 Sideswipe - Opposite Direction 6 Not A Collision With A Motor Vehicle		DAMAGE TO VEHICLE 1 None 2 Slight 3 Moderate 4 Extensive 5 Fire Present		EXTRICATION (EQUIPMENT USED) 1 - Yes 2 - No AIR BAG FUNCTION 0 No Air Bag In Vehicle 1 Deployed Air Bag 2 Non-Deployed Air Bag					